

DEPARTMENT OF THE NAVY
Commander Naval Surface Force
U.S. Atlantic Fleet
1430 Mitscher Avenue
Norfolk, Virginia 23551-2494
and
Commander Naval Air Force
U.S. Atlantic Fleet
1279 Franklin Street
Norfolk, Virginia 23511-2494

COMNAVSURFLANTINST/COMNAVAIRLANT 3505.1
CNSL N83/CNAL N81
21 May 1998

COMNAVSURFLANT/COMNAVAIRLANT INSTRUCTION 3505.1

Subj: COMNAVSURFLANT SHIP HANDLING COMPLEX

Encl: (1) Description of Ship Handling Complex

1. **Purpose.** To publish procedures for requesting use of the Norfolk Ship Handling Complex (SHC). This instruction provides guidance for the scheduling and use of the SHC. This facility, shall be used by ships to maintain and to improve ship handling proficiency.

2. **Background**

a. Typically, officers and senior enlisted personnel maintain their proficiency in ship handling by taking advantage of the opportunities presented in normal underway operations of the ships. Getting a ship underway from alongside a pier, proceeding out of harbor, going alongside an underway replenishment ship and mooring to a pier are some of the basic and common close-in ship handling skills that require practice. A ship handling simulator can provide some of the opportunities needed to maintain and improve ship handling proficiency.

b. Enclosure (1) provides a description of the SHC. While simulators cannot replace the worth of actual underway ship handling evolutions, the value of simulation is recognized as an excellent augmentation in the maintenance and development of this professional skill. In addition to providing practice in routine procedures under normal conditions, the simulator provides the opportunity for ship handlers to experience adverse situations, such as weather and casualties and the ability to practice emergency actions.

3. **Objective.** The objective of the SHC is to provide an environment in which the ship handling proficiency of a ship's officers (and senior enlisted personnel, as appropriate) can be maintained and in which these individuals can gain the benefit of the Commanding Officer's experience in the art of ship handling.

4. **Responsibilities**

a. **COMNAVSURFLANT (N8)**

(1) In coordination with COMNAVAIRLANT, will schedule ships of the U.S. Atlantic Fleet and other Navy activities for Ship

Handling Availabilities (SHA) in the SHC. Afloat Training Group, Atlantic (ATGLANT) will be the COMNAVSURFLANT/COMNAVAIRLANT executive agent responsible for scheduling activity.

(2) Will provide necessary oversight of the SHC contractor to make sure that terms of the contract are met and that ships get full use of the SHC.

(3) Will receive and verify the monthly bill of services provided to NAVSURFLANT and NAVAIRLANT commands from the contractor and forward the bill to the appropriate paying activity for action.

(4) Will act as central point of contact for all matters pertaining to the use of the SHC.

b. COMNAVAIRLANT (N81)

(1) In coordination with ATGLANT, will schedule aircraft carriers of the U.S. Atlantic Fleet for SHA's in the SHC.

(2) Will receive and verify the monthly bill of services provided to NAVAIRLANT commands from the contractor and forward any discrepancies to COMNAVSURFLANT for redress with the contractor.

c. Commanding Officer of a ship scheduled for a Ship Handling Availability

(1) Will liaison with the SHC staff at least 2 weeks before a scheduled availability to make sure that the SHC staff knows what the Commanding Officer wants to accomplish during the availability and to make sure that the Commanding Officer has a solid grasp of what the facility can accomplish. The Commanding Officer can elect to use a preplanned program offered by the SHC, or a program can be designed to meet specific requirements. Enclosure (1) is a description of the SHC. Commanding Officers will maximize use of both the full mission bridge simulator, the bridge wing simulator and classroom during a scheduled ship training availability. Telephone and FAX numbers for the SHC and coordinators at ATGLANT, COMNAVSURFLANT and COMNAVAIRLANT are listed in enclosure (1).

(2) Will maximize the value of the SHC period through personal involvement in the use of the facility. Experience has shown that the value added to the wardroom of a session in the SHC is in direct proportion to the amount of command level involvement.

(3) Shall submit desired training dates to their ISIC in time for the COMNAVSURFLANT/COMSECONDFLT Quarterly Scheduling Conference.

(4) If scheduled SHA can not be used, promptly notify ISIC, ATGLANT SHC scheduler, and COMNAVSURFLANT (N813) via naval message and phone call.

d. Afloat Training Group, Atlantic (N3)

(1) Act as the executive agent for scheduling all Ship Handling Availabilities (SHA). SHA's will be scheduled by the COMNAVSURFLANT/COMSECONDFLT Quarterly Scheduling Conference and will be reflected in the CINCLANTFLT Employment Schedule.

(2) As needed, assist ISIC's to identify a replacement if a ship is unable to use a scheduled SHA.

e. Contractor operating Ship Handling Complex

(1) Will contact the Commanding Officer of a scheduled ship not later than 30 days before the ship handling availability and offer a menu of uses for CO to select from.

(2) Will be prepared to provide the services of the SHC per the desires of the ship's Commanding Officer. The SHC contractor will offer prepared programs and will invite the Commanding Officer of the scheduled ship to structure or tailor a program to meet the Commanding Officer's specific needs. The SHC will provide facilitators (former commanding officers) for use as the ship requires.

5. Procedures

a. ATGLANT will schedule ships for SHA's during the ATGLANT Quarterly Scheduling Conference. Individual availability assignments will be reflected in the employment schedule as a concurrent employment. The normal period of an availability will be 20 hours, to be conducted in two and a half days. Typically, the SHC will be scheduled for four such availabilities per week. SHC will be available for two ships Monday (8 hours), Tuesday (8 hours), and Wednesday morning (4 hours). Another two ships will be scheduled for availabilities to begin at 1300 Wednesday and run that afternoon (4 hours), Thursday (8 hours), and Friday (8 hours). Some ships may be scheduled for availabilities of different lengths to meet various proficiency requirements and to conform with holidays.

b. Immediate Superior in Command (ISIC) will provide availability requests to ATGLANT when ATGLANT requests inputs for the Quarterly Scheduling Conference. At the conclusion of the ATGLANT Quarterly Scheduling Conference, ATGLANT will publish SHC services in their Biweekly Scheduling message. Individual availability assignments will be reflected in the CINCLANTFLT Employment Schedule as a concurrent employment.

c. ISIC's can request changes to the quarterly SHC schedule once it is published by contacting ATGLANT. If changes can be accommodated, ISIC's will reflect the changes in appropriate

schedule change requests. Schedule conflicts resulting from additions/cancellations will be handled on a case basis. Ship Handling Availability cancellations will require replacement; ISIC's are responsible for finding replacements. Replacements can be provided from the ISIC's own assets or through negotiation with other ISIC's. As a last resort, the SHC scheduler at ATGLANT can assist in identifying a stand-by replacement.

d. The SHC exists primarily to provide ship handling opportunities for ships' officers and watch teams, therefore ships have priority.

e. Although not the normal mode of operation, in special circumstances the SHC may be scheduled for use nights and weekends upon request. Evening periods normally run from 1700 to 2100 and can be of several days length, schedule permitting. Weekend periods are from 0800 to 1630 on Saturday and Sunday. At least 2 weeks notice is necessary to make sure the SHC is properly staffed for an evening or weekend session and to make sure that contractor planned use and maintenance periods will not conflict. Requests for night or weekend use should be made via naval message to ATGLANT, info COMNAVSURFLANT (N813) and COMNAVAIRLANT (N81).

f. The SHC can be used for conducting squadron and group ship handling competitions (including networking of the simulators for DIVTACs) on a not-to-interfere basis. These evolutions must be coordinated in advance through COMNAVSURFLANT (N813) and ATGLANT via naval message.

g. Tours of the SHC for the purpose of familiarization are easily accommodated and encouraged. Contact the SHC directly to schedule.

6. Applicability

a. Ships homeported in the Hampton Roads area should request two availabilities per Inter-deployment Training Cycle (IDTC) (four availabilities per CV/CVN). One availability should be scheduled during the ship's industrial period early in the IDTC and the second SHA as the ship's Commanding Officer desires. Atlantic Fleet ships from other homeports visiting the Hampton Roads area, shall be assigned use of the facility on a priority basis if desired by the visiting ship's Commanding Officer provided time was scheduled at the ATGLANT Quarterly Scheduling Conference.

b. COMNAVSURFLANT will sponsor and fund use of the SHC for the following units and activities:

(1) Ships (except CV/CVN, submarines, submarine tenders, and PC's) of the U.S. Atlantic Fleet.

(2) Precommissioning units and detachments for U.S. Atlantic Fleet ships.

(4) Selected reservists with mobilization billets on ships or seagoing staffs of the U.S. Atlantic Fleet.

(5) Midshipmen.

c. COMNAVAIRLANT will sponsor and fund use of the SHC for aircraft carriers (CV/CVN) and COMNAVAIRLANT seagoing staffs.

"Signed"
R. L. LEITZEL
Chief of Staff

"Signed"
R. P. PERRY
Deputy and
Chief of Staff

Distribution: SNDL Parts 1 and 2

25A	COMINELWARCOM
26A1	Amphibious Group
26J1	Afloat Training Group and Detachment
28B1	Cruiser-Destroyer Group
28D1	Destroyer Squadron
28J1	Combat Logistic Group and Det
29A1	Guided Missile Cruiser (CG) (CGN)
29AA1	Guided Missile Frigate (FFG)
29B1	Aircraft Carrier (CV) (CVN)
29E1	Destroyer (DD)
29F1	Guided Missile Destroyer (DDG)
30	Mine Warfare Ships
31A1	Amphibious Command Ship (LCC)
31G1	Amphibious Transport Dock (LPD)
31H1	Amphibious Assault Ship (LHA) (LPH)
31I1	Dock Landing Ship (LSD)
31M1	Tank Landing Ship (LST)
31N1	Multi-Purpose Amphibious Assault Ship
32C1	Ammunition Ship (AE)
32H1	Fast Combat Support Ship (AOE)
32N1	Oiler LANT (AO)
32X1	Salvage Ship LANT (ARS)

Copy to:

21A1	CINCLANTFLT
22A1	COMSECONDFLT
24A1	COMNAVAIRLANT (N3, N41, N8)
24D1	COMNAVSURFLANT (N3, N41, N42, N6, N8)
24D2	COMNAVSURFPAC
24G1	COMSUBLANT NORFOLK VA (N8)
28A1	Carrier Group
28K1	Submarine Group and Squadron
29M1	Submarine
32DD1	Submarine Tender (AS)
FKA1g	COMNAVSEASYSOM (SEA 915)
FT24	FLETRACEN

DESCRIPTION OF THE SHIP HANDLING COMPLEX

1. The COMNAVSURFLANT SHC is located at NOB Norfolk, 1921 "C" Avenue (next to Ramage Hall Submarine Training Complex and near the ATG building and piers 20, 21, and 22). The Ship Handling Complex (SHC) is operated by MarineSafety International (MSI), a commercial company, per the terms of a contract through which COMNAVSURFLANT and COMNAVAIRLANT pays by the hour for complex use. The contractor owns the building and all equipment in the building.

2. The telephone number for the COMNAVSURFLANT coordinator is (757) 836-3509/DSN 836/FAX (757) 836-3263. The COMNAVAIRLANT coordinator can be reached at (757) 444-7129/DSN 564/ FAX (757) 444-6070. The ATGLANT scheduler can be contacted at (757) 445-2488/DSN 565/FAX (757) 445-2600. The COMNAVSURFLANT Ship Handling Complex can be contacted at (757) 423-2320/FAX (757) 423-2327.

3. The SHC contains four state-of-the-art visual ship simulators and is divided into a Blue Side and a Gold Side. For a typical scheduled Ship Handling Availability (SHA), a ship is assigned to one of the sides. Each side includes:

- a. Full Mission Bridge Simulator
- b. Bridge Wing Simulator
- c. 2 Learning Feedback Centers
- d. 2 Control Stations
- e. Radar Plotting Room

The two simulators of each side can be used individually or interactively by 4 to 20 officers from a single ship. Each simulator is supported by a multi-media classroom and feedback center for briefing and critique. The classrooms are arranged with room dividers that when open permit viewing of the simulator operator stations and allow observers to watch the action on visual scene monitors and closed circuit television. When the room divider is closed, the area becomes a classroom independent of simulator operation. Experienced ship handlers are available to assist and/or critique, and to facilitate use of simulators and classrooms.

4. The two 360 degree display "Full Mission Bridges" (FMB) simulators resemble typical ship's bridges, containing all of the instruments and controls to be found on a modern ship. These simulators can be used by a team of officers to practice all of the ship handling evolutions that might be required on a deployment of their vessel. The FMB can support the practice of radar piloting.

5. The other two simulators resemble a typical bridge wing from which a vessel can be conned during arrival and departure evolutions from a pier and underway replenishment proficiency practice. Known as the "Bridge Wing" simulators (BWS), these simulators can be used by a conning officer to handle a ship in close alongside situations, such as pier work or underway replenishment.

6. The FMB and BWS include:

- a. Real time dynamic simulation of ownship hydrodynamics.
- b. Generic Navy ship engine, thruster and rudder controls, plus simulation of mooring lines, anchors, and tugs.
- c. Simulation of internal and external communication.
- d. Fathometer, pelorus, navigation receiver, chart table, speed log, and whistle.
- e. Doppler speed logs showing bow and stern motion.
- f. Sound system, including navigation aids, engine noises, tug engine noises, anchoring sounds, ships wash and hull slapping, and environmental sounds.
- g. Ownship and traffic ship reactive movement.
- h. Objects on the visual scene include ownship's bow, traffic ships, sky, clouds, water, landmass, cultural structures, navigation aids, lighting, and piers.
- i. Visual collection, analysis and printout are available.

7. Complete hydrodynamic models for the following classes are available:

AD-41(AS)	AE-26	AOJ-177	AOE-3	AOE-6	ARS-50
CG-47	CGN-36	CVN-68	DD-963	DDG-51	DDG-993
FFG-7	LHA-1	LHD-1	LPD-4	LSD-36	LSD-41
MCM-1	MCS-1	MHC-51	SSN-688	SSN-21	

8. Texturized data bases are available for the following ports:

Charleston, SC	Earle, NJ	Ingleside, TX
Mayport, FL	Naples, Italy	New London, CT
Newport, RI	New York, NY	Norfolk, VA
Rota, Spain		